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FEB 15 1979
V.21 NO.3

MONTANA



79

PLEASE VISIT
BIG SKY COUNTRY

ARMY
NATIONAL
GUARD



STATE HEADQUARTERS
163D ARMORED CAVALRY REGIMENT (-)
COMPANY C 19TH SPECIAL FORCES GROUP
3669TH HEAVY EQUIPMENT MAINTENANCE COMPANY
1049TH ENGR. BN. (EF)
103D PUBLIC AFFAIRS DETACHMENT

STATE DOCUMENTS COLLECTION

INFORMATION BULLETIN

An information bulletin. Contains items of both of local and unofficial nature. Official items have the full effect of orders and Commissions will comply therewith upon receipt.

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| VOLUME 21, NUMBER 3 | 15 February 1979 |
| (Effective until 15 February 1980, unless sooner recinded or superseded) | |
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PART 1 -- GENERAL

PART 2 -- PERSONNEL

201. TECHNICIAN VACANCY. The following vacancy is announced in the Montana Army National Guard. Refer to Technician Vacancy Announcement posted on unit bulletin boards for details.

| <u>POSITION</u> | <u>LOCATION</u> | <u>GRADE</u> |
|----------------------------|-----------------|--------------|
| Administrative Supply Tech | Hamilton MI | GS-07 |

PART 3 -- OPERATIONS AND TRAINING

PART 4 -- SUPPLY

PART 5 -- FISCAL AND TRANSPORTATION

PART 6 -- MAINTENANCE

601. M151 SERIES CLUTCH KIT, NSN 2520-00-887-1353. a. This message is a quote from Commander, TARCOM, Warren, MI, DRSTA-FM PO91530Z Jan 79.

b. Information provided to requisitioners earlier indicated that issue of this kit would begin Dec 78.

c. Delivery has slipped due to problems encountered by the contractor. Shipment to CONUS Depot is now scheduled to start in Feb 79. All Hi-Pri requisition should be released for shipment by 15 Feb 79. All other backorders should be released by Mar 79. Get well date is 31 Jul 79.

d. This is a command interest item and every action possible will be taken to expedite delivery.

602. M88A1 MRV REQUIRED HARDWARE TO INSTALL M239 SMOKE GRENADE DISCHARGER PUSHBUTTON UNIT. a. TM 9-2350-256-10, dated Mar 77, change 1, page 4-26, figure 4-11.

b. Attaching hardware to mount the Smoke Grenade Discharger Pushbutton Unit is not presently installed on the mounting bracket or contained in the M239 Smoke Grenade Kit, NSN 2590-01-053-3783.

c. Engineering action has been taken to install the attaching hardware on the mounting bracket for future production vehicles.

d. If the M239 Smoke Grenade Launcher is to be installed on a vehicle and the mounting hardware is missing requisition and use the following items:

- 4 Ea Screw NSN 5305-00-068-0507
- 4 Ea Nut NSN 5310-00-768-0319
- 8 Ea Washer NSN 5310-00-550-1130

e. The above items will be published in change 3 to TM 9-2350-256-20P and 34P-1, approximately March 1980.

603. USE OF 5 TON CARGO TRUCK FOR POL TANK AND PUMP UNIT. a. The Tank and Pump Unit, Liquid Dispensing, Truck Mounting LIN V12141, was designed to be transported on the 2½ ton Cargo Truck. With full tanks (1200 gallon of POL products) this overloads the 2½ ton truck as much as 100 percent for any travel off hard surface highways. This has caused maintenance problems as reported by field units.

b. In 1975, DA requested TRADDC review and initiate appropriate TOE changes to replace the 2½ ton with a 5 ton Cargo Truck for this mission. TRADDC Bulletin 9-75 informed organizations responsible for developing TOE's the 5 ton truck is required for off road operations. TRADDC Bulletin 7-78 restates the requirement.

c. During 1978 TSARCOM has received correspondence that the 2½ ton truck is overloaded carrying the Tank and Pump Unit and is causing abnormal wear to the truck. This indicates some field units are not aware of the requirement to use the 5 ton Cargo Truck for this mission. TRADDC has been changing TOE's as they are reviewed, but some field units will be required to make TOE changes.

d. The 5 ton Cargo Truck is required to transport LIN V12141, Tank and Pump Unit, Liquid Dispensing, Truck Mounting. This will allow you to carry full tanks, 1200 gallons, at all times and on any road surface or cross-country operations.

PART 7 -- SAFETY

701. IMPROPER WELDING PROCEDURE RESULTING IN FATAL ACCIDENT. a. An Army enlisted soldier with 6 years experience as a welder was killed and one individual standing nearby was injured slightly when a fuel tank exploded when the welder started initial welding operation. The force of the explosion threw him across the M60A2 tank hull where the body came to rest. Prior to the explosion, the welder sanded the area to be welded and brushed the fuel tank several times with the metal inert gas welder electrode.

702. CAUSES. a. Fuel cell was approximately half full and diesel fuel was contaminated with gasoline.

b. Fuel cell was not drained and purged.

703. RECOMMENDATIONS. a. That fuel cell be drained, flushed, and cleaned prior to welding.

b. Prior to welding fuel tanks all applicable regulations and references should be followed. Specific attention should be directed to strict compliance with TM9-237, 29 Oct 1976, subject: Welding Theory and Application.

704. M88 MRV FIRE HAZARD CAUSED BY CRACKED FUEL LINES. a. Fuel lines have been found to be cracking on AVSI 1790-6A Gasoline engines. As non metallic fuel hoses age, surface cracking is the first indication of deterioration.

b. Since there is no quantitative means of predicting useful service life of this part, once surface cracking is evident, the fuel hose should be replaced as part of the regular maintenance schedule.

705. HAZARD LIGHTS ON M880 SERIES VEHICLES. Do not turn on the hazard lights when you are moving in traffic. The hazard flasher overrides the brake lights, and a rear-end collision could result. Pay particular attention to this during convoys, and do not use the M880 hazard lights as a signal on lead and trail vehicles.

PART 8 -- FACILITIES

JOHN J. WOMACK
MG, MT NG
The Adjutant General

PART 9 -- UNOFFICIAL

901. MT ARNG STRENGTH AS OF 31 JAN 79.

| UNIT | OFF | AUTHORIZED | | | AGGR | OFF | ASSIGNED | | AGGR |
|------------------------|-----|------------|-------|-----|------|-----|----------|-------|------|
| | | WO | EM/EW | | | | WO | EM/EW | |
| St Hq & Hq Det | 43 | 9 | 39 | 91 | 50 | 9 | 72 | 131 | |
| HHT(-) 163d AC | 28 | 3 | 118 | 149 | 26 | 1 | 83 | 110 | |
| Air Trp(-) 163d AC | 15 | 23 | 114 | 152 | 16 | 23 | 73 | 112 | |
| Det 1, Air Trp 163d AC | 1 | 8 | 48 | 57 | 3 | 7 | 45 | 55 | |
| 3669th Maint Co | 6 | 8 | 156 | 170 | 5 | 7 | 119 | 131 | |
| 103d PA Det | 4 | 0 | 9 | 13 | 4 | 0 | 10 | 14 | |

| | <u>OFF</u> | <u>WO</u> | <u>EM/EW</u> | <u>AGGR</u> | <u>OFF</u> | <u>WO</u> | <u>EM</u> | <u>AGGR</u> |
|------------------------|------------|-----------|--------------|-------------|------------|-----------|-----------|-------------|
| Det 1, HHT(-) 163d AC | 4 | 24 | 56 | 84 | 11 | 16 | | 87 |
| 1049th Engr (FFTG) | 1 | 0 | 23 | 24 | 1 | 0 | | 21 |
| HHT(-) 1/163d AC | 14 | 4 | 119 | 137 | 13 | 4 | | 113 |
| Det 1, HHT 1/163d AC | 2 | 0 | 50 | 52 | 1 | 0 | | 34 |
| Trp A(-) 1/163d AC | 3 | 0 | 74 | 77 | 3 | 0 | | 51 |
| Det 1, Trp A 1/163d AC | 2 | 0 | 71 | 73 | 1 | 0 | | 39 |
| Trp B(-) 1/163d AC | 2 | 0 | 43 | 45 | 2 | 0 | | 33 |
| Det 1, Trp B 1/163d AC | 1 | 0 | 54 | 55 | 1 | 0 | | 47 |
| Det 2, Trp B 1/163d AC | 2 | 0 | 48 | 50 | 2 | 0 | | 28 |
| Trp C(-) 1/163d AC | 3 | 0 | 74 | 77 | 3 | 0 | | 74 |
| Det 1, Trp C 1/163d AC | 2 | 0 | 71 | 73 | 2 | 0 | | 38 |
| Co D(-) 1/163d AC | 3 | 0 | 47 | 50 | 3 | 0 | | 33 |
| Det 1, Co D 1/163d AC | 2 | 0 | 40 | 42 | 2 | 0 | | 21 |
| HowBtry(-) 1/163d AC | 6 | 0 | 52 | 58 | 4 | 0 | | 50 |
| Det 1, HB 1/163d AC | 2 | 0 | 67 | 69 | 2 | 0 | | 39 |
| HHT(-) 2/163d AC | 14 | 4 | 119 | 137 | 12 | 3 | | 121 |
| Det 1, HHT 2/163d AC | 2 | 0 | 50 | 52 | 2 | 0 | | 35 |
| Trp E(-) 2/163d AC | 3 | 0 | 74 | 77 | 3 | 0 | | 57 |
| Det 1, Trp E 2/163d AC | 2 | 0 | 71 | 73 | 1 | 0 | | 45 |
| Trp F(-) 2/163d AC | 3 | 0 | 74 | 77 | 3 | 0 | | 69 |
| Det 1, Trp F 2/163d AC | 2 | 0 | 71 | 73 | 2 | 0 | | 60 |
| Trp G(-) 2/163d AC | 3 | 0 | 74 | 77 | 4 | 0 | | 69 |
| Det 1, Trp G 2/163d AC | 2 | 0 | 71 | 73 | 2 | 0 | | 60 |
| Co H 2/163d AC | 3 | 0 | 47 | 50 | 3 | 0 | | 38 |
| How Btry 2/163d AC | 8 | 0 | 119 | 127 | 4 | 0 | | 85 |
| Det 1, Co H 2/163d AC | 2 | 0 | 40 | 42 | 2 | 0 | | 30 |
| Co C(-) 5th SF Bn | 9 | 0 | 57 | 66 | 7 | 0 | | 65 |
| Det 1, Co C 5ht SF Bn | 5 | 0 | 25 | 30 | 6 | 0 | | 29 |
| Command & Control Hq | 7 | 0 | 55 | 62 | 7 | 0 | | 23 |
| TOTAL | 211 | 83 | 2320 | 2614 | 213 | 70 | | 2047 |

